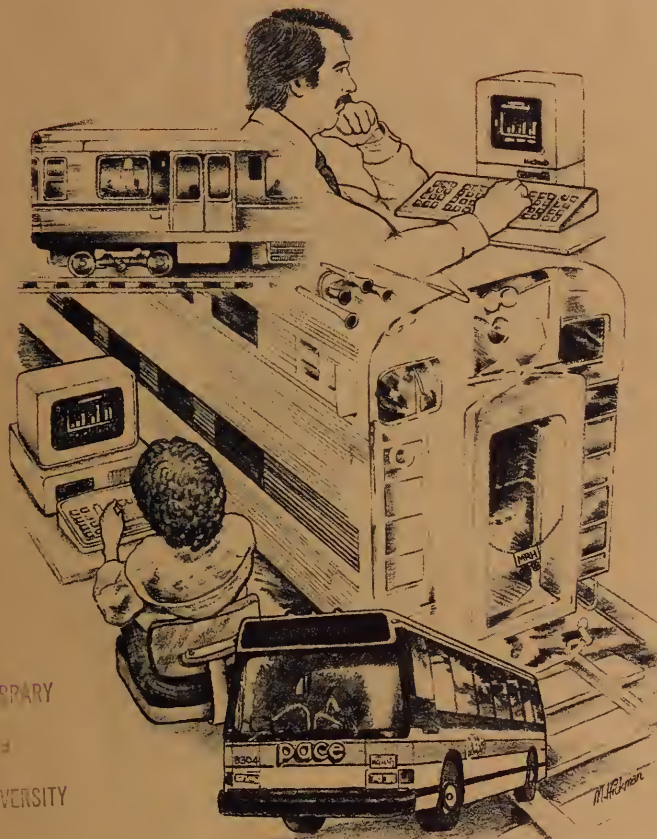


# KEY INDICATOR REPORT

APRIL 1989

Issued 7 / 89



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JUL 21 1989

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R335k  
1989  
Apr.



Regional Transportation Authority



# KEY INDICATOR REPORT

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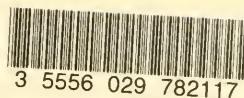
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Regional Transportation Authority



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## Chicago Transit Authority

**Howard St. Yard Expansion.** The expansion of the yard at Howard St. continues. The construction is part of the planned link up between the Howard and Dan Ryan lines.....**O'Hare Line Construction.** Work is continuing on tie replacements between the Harlem Avenue and Belmont Avenue stations. Evening and owl service on the O'Hare Line will experience some delays due to single track routing through the construction area.....**CTA Bus Purchases.** Within the next three months, a contract will be awarded for 270 new buses. Each of these buses will be air conditioned, but not lift-equipped. An order has already been placed for 491 buses scheduled to be delivered near year-end. These buses will be lift-equipped, but not air conditioned.

## Metra

**Materials Management System.** The materials management system being implemented by Ernst and Whinney is ahead of schedule and within budget. When completed, the project should yield a 33 to 34% return on investment.....**Joint Pace Project.** The staffs of Pace and Metra are studying potential new feeder routes in an effort to increase ridership of both service boards. Market research for this effort was conducted by the consulting firms of Midwest System Sciences, Inc. and Market Opinion Research and presented at the June Board meeting.....**New Commercial.** Metra unveiled a new ten second ad aimed at increasing ridership during off-peak hours by likening Metra to a household's second car.

## Pace

**Service Expansion.** At its May Board meeting, Pace approved \$100,000 for expansion of service on routes 223, 270 and 835 to relieve overcrowding. Beginning July 1, Pace will expand the hours of its 504 service in northeast, northwest and south Cook County to match those of its fixed route service.....**Evanston Garage Contract.** Pace approved an ordinance authorizing a contract for architectural and engineering services for this proposed garage in Evanston.

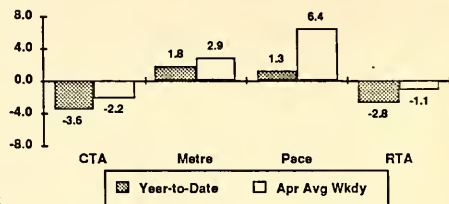
**APRIL RIDERSHIP  
YEAR-TO-DATE  
(in thousands)**

CTA	1988	1989	% Change 1988-1989
Bus	144,268	138,148	-4.2%
Paratransit	295	296	0.5%
Rail	48,647	47,813	-1.7%
<b>Total</b>	<b>193,211</b>	<b>186,258</b>	<b>-3.6%</b>

Metra	1988	1989	% Change 1988-1989
BN	4,261	4,343	1.9%
CNW	7,539	7,617	1.0%
CSSSB	1,117	1,091	-2.3%
ME/HC	4,067	4,166	2.4%
MR	3,036	3,095	1.9%
RI	2,582	2,644	2.4%
NS	492	550	11.9%
<b>Total</b>	<b>23,094</b>	<b>23,507</b>	<b>1.8%</b>

Pace	1988	1989	% Change 1988-1989
Pace Owned	5,952	6,273	5.4%
Public Contract	4,947	4,718	-4.6%
Private Contract	917	987	7.7%
Paratransit	409	401	-2.1%
504	9	10	17.4%
<b>Total</b>	<b>12,235</b>	<b>12,390</b>	<b>1.3%</b>

**RTA % Change In Ridership by Service Board  
Year-to-Date and April Average Weekday  
1988 vs. 1989**



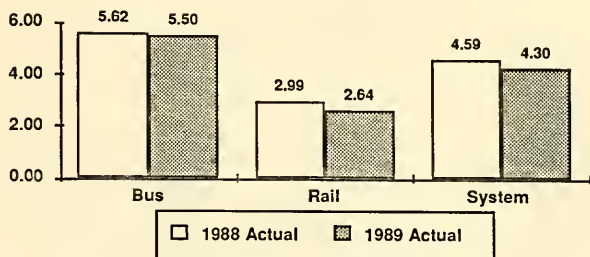
- RTA ridership through April 1989 was down 2.8% when compared to the same period in 1988.
- Year-to-date performance at CTA was down 3.6%. Average weekday riders in April was down 2.2% when compared to April 1988.
- Metra System ridership increased 1.8% through April 1989. Average weekday riders in April increased 2.9%.
- Pace ridership through April 1989 was 1.3% greater than during the same period in 1988. April average weekday ridership was up 6.4%.



# PASSENGERS PER MILE

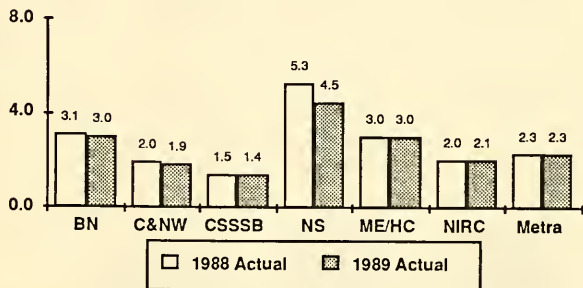
## CTA

CTA  
April 1989 Year-to-Date



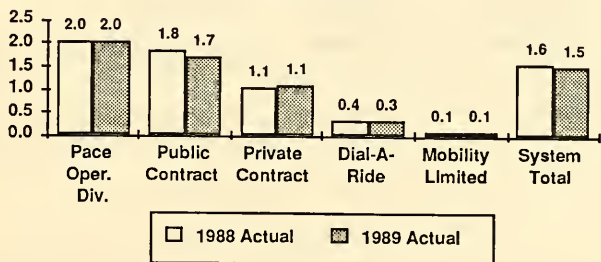
## Metra

Metra  
April 1989 Year-to-Date



## Pace

Pace  
April 1989 Year-to-Date



**Report Summary**  
**April 1989 Year-to-Date**  
(In thousands)

	Actual	Budget	Variance	%
<b>I. Service Boards:</b>				
<u>CTA</u>				
Revenues	\$108,368	\$109,664	(\$1,296)	-1.2%
Expenses	221,338	217,903	3,434	1.6%
Operating Deficit	\$112,970	\$108,240	\$4,730	4.4%
Recovery Ratio(a)	49.0%	50.3%	-1.4	-2.7%
<u>Metra</u>				
Revenues(b)	\$52,481	\$50,287	\$2,194	4.4%
Expenses	93,141	95,151	(2,010)	-2.1%
Operating Deficit	\$40,659	\$44,863	(\$4,204)	-9.4%
Recovery Ratio(a)	56.8%	53.3%	3.5	6.6%
<u>Pace</u>				
Revenues	\$7,613	\$7,144	\$469	6.6%
Expenses	23,141	24,027	(886)	-3.7%
Operating Deficit	\$15,528	\$16,884	(\$1,356)	-8.0%
Recovery Ratio(a)	32.9%	29.7%	3.2	10.7%
<b>II. Regional</b>				
RTA Expense Items	32,889	33,122	(233)	-0.7%
RTA Interest Revenues	5,038	3,366	1,671	49.7%
<b>Total Revenues</b>	<b>\$173,500</b>	<b>\$170,461</b>	<b>\$3,039</b>	<b>1.8%</b>
<b>Total Expenditures</b>	<b>\$370,509</b>	<b>\$370,203</b>	<b>\$305</b>	<b>0.1%</b>
<b>Regional Deficit(c)</b>	<b>\$197,009</b>	<b>\$199,742</b>	<b>(\$2,733)</b>	<b>-1.4%</b>
<b>Recovery Ratio (d)</b>	<b>50.7%</b>	<b>49.9%</b>	<b>0.8</b>	<b>1.7%</b>

(a) For recovery ratio calculations, expenses exclude funded depreciation.

(b) Does not include revenue from capital farebox financing

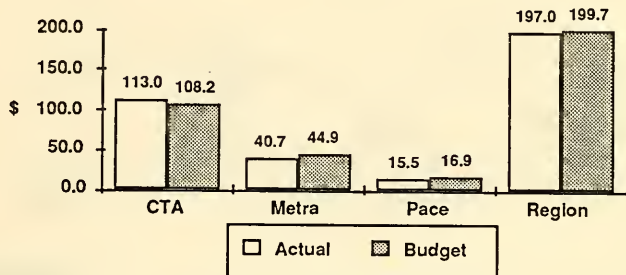
(c) Includes Service Board deficits plus RTA expenses minus RTA interest revenues

(d) Excludes debt service and funded depreciation

- Expenses for the region through April were \$0.3 million or 0.1% unfavorable to budget. The region's unfavorable position is attributable to CTA where expenditures through April were \$3.4 million or 1.6% unfavorable to budget.
- Revenues for the region through April were \$3.0 million or 1.8% favorable to budget. This represents a significant improvement from the region's revenue position in March when revenues were \$1.8 million or 1.4% favorable.
- The regional deficit through April was \$2.7 million or 1.4% favorable to budget.
- The recovery ratio for the region was 50.7% compared to the budgeted ratio of 49.9%.
- Sales taxes through March were \$0.5 million or 0.5% unfavorable to budget. For March alone, the sales tax was 2.1% favorable to budget, in contrast to the first two months of the year which were both unfavorable.

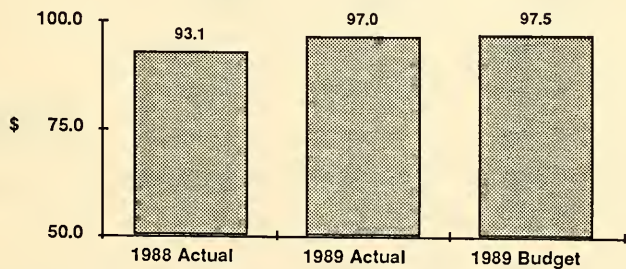
## Operating Deficit:

Operating Deficits  
April 1989 Year-to-Date  
(In millions)



## Sales Tax:

Sales Tax  
March Year-to-Date  
(In millions)



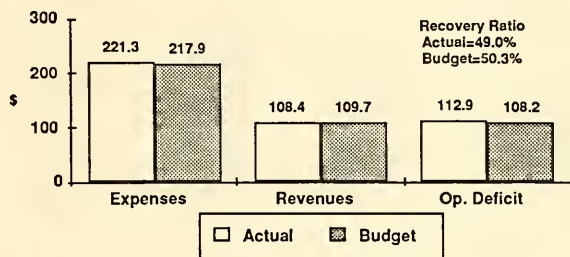
**Chicago Transit Authority**  
**April 1989 Year-to-Date**

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
<b><u>Revenues</u></b>				
Passenger	\$104,150,965	\$105,943,071	(\$1,792,106)	-1.7%
Other	4,216,753	3,720,640	496,113	13.3%
<b>Total Revenues</b>	<b>\$108,367,718</b>	<b>\$109,663,711</b>	<b>(\$1,295,993)</b>	<b>-1.2%</b>
<b><u>Expenses</u></b>				
Labor	\$165,087,573	\$161,530,733	\$3,556,840	2.2%
Materials	19,318,405	18,134,815	1,183,590	6.5%
Fuel	4,470,713	4,041,820	428,893	10.6%
Electric Power	7,607,124	7,805,051	(197,927)	-2.5%
Provision for I & D	5,758,000	5,758,000	0	0.0%
All Other Expenses	19,095,793	20,632,996	(1,537,203)	-7.5%
<b>Total Expenses</b>	<b>\$221,337,608</b>	<b>\$217,903,415</b>	<b>\$3,434,193</b>	<b>1.6%</b>
<b>Deficit</b>	<b>\$112,969,890</b>	<b>\$108,239,704</b>	<b>\$4,730,186</b>	<b>4.4%</b>
<b>Recovery Ratio</b>	<b>49.0%</b>	<b>50.3%</b>	<b>-1.4</b>	<b>-2.7%</b>

- CTA operating expenses through April were unfavorable to budget by \$3.4 million or 1.6%.
- CTA total revenues were unfavorable to budget by \$1.3 million or 1.2% through April.
- The CTA operating deficit was \$4.7 million or 4.4% over budget. This deficit variance is the result of unfavorable performance in both revenues and expenditures during the last four months. Expenses were unfavorable to budget during January and February but on budget for March and April. Revenues were on budget for the first two months but unfavorable during the last two. It may be noted however, that the size of the monthly unfavorable deficit variance has decreased in each of the last two months.
- The recovery ratio through April was 49.0% compared to the budgeted recovery ratio of 50.3%.
- The Operations program area through April 1989 was favorable to budget by \$0.2 million, or 0.2%. Maintenance expenses through April were \$2.6 million, or 2.8% unfavorable. The variance in the Maintenance program area is a result of an increase in bus maintenance overtime labor. Fuel expenses were also unfavorable to budget due to increasing fuel prices. The Administration area was 10.5% favorable to budget through April.

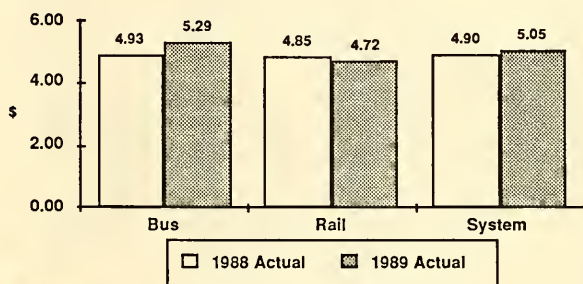
## Budget Review:

CTA Actual vs. Budget  
April 1989 Year-to-Date  
(in millions)



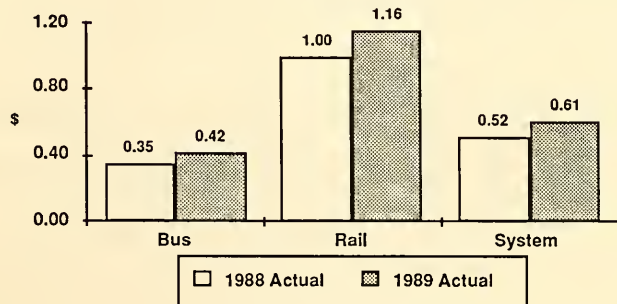
## Resource Efficiency:

CTA Expense Per Mile  
April 1989 Year-to-Date



## Resource Effectiveness:

CTA Subsidy Per Passenger  
April Year-to-Date



# METRA SYSTEM PERFORMANCE

## Metra Summary April 1989 Year-to-Date

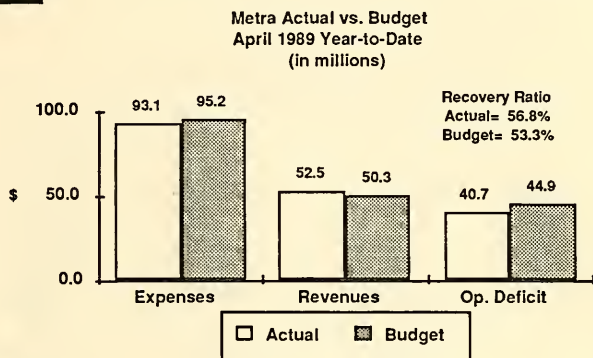
	Actual	Budget	Variance	%
<b><u>Burlington Northern</u></b>				
Revenues	8,751,901	8,674,130	77,771	0.9%
Expenses	12,693,814	13,162,316	(468,502)	-3.6%
Operating Deficit	3,941,913	4,488,186	(546,273)	-12.2%
Recovery Ratio*	70.5%	67.2%	3.2	4.8%
<b><u>Chicago &amp; Northwestern</u></b>				
Revenues	16,803,228	17,063,439	(260,211)	-1.5%
Expenses	30,642,360	31,286,469	(644,109)	-2.1%
Operating Deficit	13,839,132	14,223,030	(383,898)	-2.7%
Recovery Ratio*	55.8%	55.6%	0.2	0.4%
<b><u>Chicago South Shore</u></b>				
Revenues	531,078	519,475	11,603	2.2%
Expenses	961,061	1,348,049	(386,988)	-28.7%
Operating Deficit	429,983	828,574	(398,591)	-48.1%
Recovery Ratio	55.3%	38.5%	16.7	43.4%
<b><u>Norfolk Southern</u></b>				
Revenues	1,012,502	952,646	59,856	6.3%
Expenses	1,390,660	1,404,224	(13,564)	-1.0%
Operating Deficit	378,158	451,578	(73,420)	-16.3%
Recovery Ratio	72.8%	67.8%	5.0	7.3%
<b><u>Metra Elec./Her. Corr.**</u></b>				
Revenues	8,855,759	8,823,636	32,123	0.4%
Expenses	19,454,131	19,614,199	(160,068)	-0.8%
Operating Deficit	10,598,372	10,790,563	(192,191)	-1.8%
Recovery Ratio	45.5%	45.0%	0.5	1.2%
<b><u>NE Illinois Rail Corp.</u></b>				
Revenues	16,526,827	14,253,867	2,272,960	15.9%
Expenses	27,998,555	28,335,308	(336,753)	-1.2%
Operating Deficit	11,471,728	14,081,441	(2,609,713)	-18.5%
Recovery Ratio	59.0%	50.3%	8.7	17.3%
<b><u>Metra Total</u></b>				
Revenues	52,481,295	50,287,193	2,194,102	4.4%
Expenses	93,140,581	95,150,565	(2,009,984)	-2.1%
Operating Deficit	40,659,286	44,863,372	(4,204,086)	-9.4%
Recovery Ratio*	56.8%	53.3%	3.5	6.6%

\*Funded Depreciation is included within expenses, but is excluded to determine the cost recovery ratio.

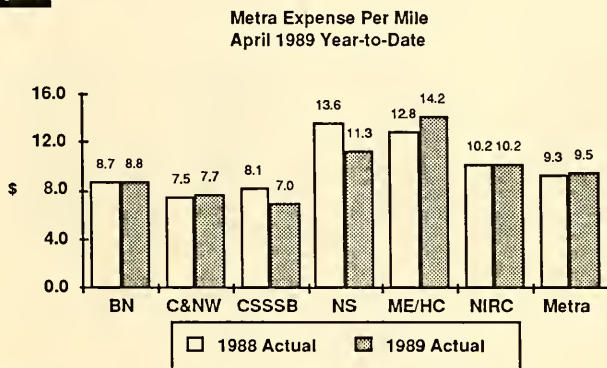
\*\*These numbers may not be used to calculate ICG savings per Ordinance 87-20.

- Through April, Metra's operating expenses were \$2.0 million or 2.1% favorable to budget.
- Revenues were \$2.2 million or 4.4% favorable to budget. Metra revenues do not include, \$1.7 million in receipts generated under capital farebox financing.
- Through April, Metra's operating deficit was \$4.2 million or 9.4% favorable to budget.
- Metra's recovery ratio through April was 56.8%, compared to their budgeted recovery ratio of 53.3%.

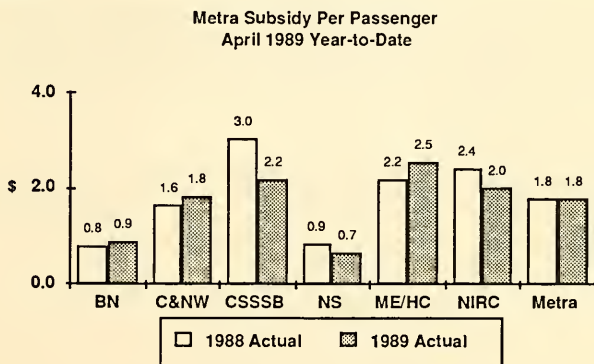
## Budget Review:



## Resource Efficiency:



## Resource Effectiveness:





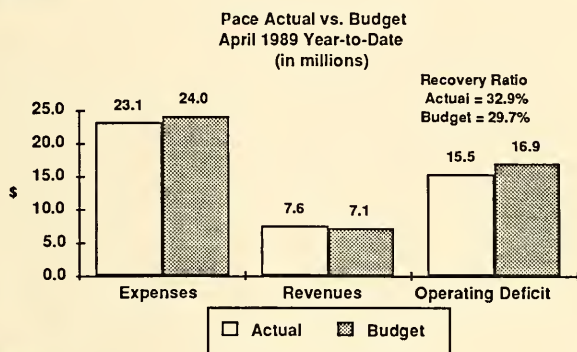
**Pace Summary**  
**April 1989 Year-to-Date**

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
<b>Revenues</b>				
Pace Operating Divisions	\$3,010,362	\$2,826,030	\$184,332	6.5%
Public Contract Carriers	2,184,426	2,098,902	85,524	4.1%
Private Contract Carriers	628,748	683,000	(54,252)	-7.9%
Dial-A-Ride Services	1,008,833	951,311	57,522	6.0%
Mobility Limited Services	104,077	61,017	43,060	70.6%
New Initiatives	43,277	163,036	(119,759)	-73.5%
Other Income	633,644	360,668	272,976	75.7%
<b>Total Revenues</b>	<b>\$7,613,367</b>	<b>\$7,143,964</b>	<b>\$469,403</b>	<b>6.6%</b>
<b>Expenses</b>				
Pace Operating Divisions	\$6,327,548	\$6,900,868	(\$573,320)	-8.3%
Public Contract Carriers	6,132,992	6,223,932	(90,940)	-1.5%
Private Contract Carriers	1,910,115	1,905,676	4,439	0.2%
Dial-A-Ride Services	2,015,629	2,009,780	5,849	0.3%
Mobility Limited Services	172,329	178,900	(6,571)	-3.7%
New Initiatives	403,452	535,036	(131,584)	-24.6%
Administration	2,383,983	2,493,140	(109,157)	-4.4%
Centralized Operations	3,795,282	3,780,152	15,130	0.4%
<b>Total Expenses</b>	<b>\$23,141,330</b>	<b>\$24,027,484</b>	<b>(\$886,154)</b>	<b>-3.7%</b>
<b>Deficit</b>	<b>\$15,527,963</b>	<b>\$16,883,520</b>	<b>(\$1,355,557)</b>	<b>-8.0%</b>
<b>Recovery Ratio</b>	<b>32.9%</b>	<b>29.7%</b>	<b>3.2</b>	<b>10.7%</b>

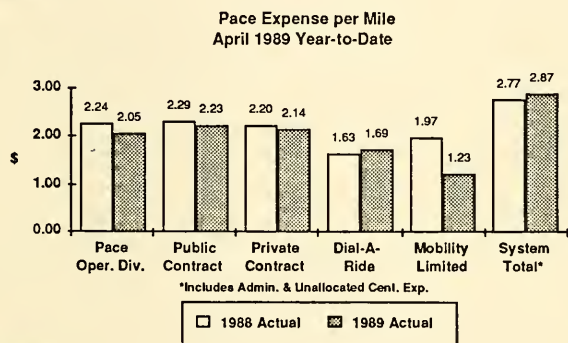
- Pace revenues through the month of April were \$0.5 million, or 6.6% favorable to budget. Other Income showed the best performance to budget at \$0.3 million, or 75.7%, favorable to budget. Pace Owned Carriers had the best carrier group performance at 6.5% favorable to budget. Revenue for new initiatives was well below the budgeted amount as the Oak Brook Circulator continues to perform below expectations. New Initiative revenue was more than 75% below budget.
- Expenses were \$0.9 million, or 3.7% favorable to budget. Again, Pace Owned Carriers had the best performance to budget at \$0.6 million, or 8.3%, favorable to budget. Expenses for New Initiatives were 24.6% favorable to budget.
- Pace's operating deficit through April was \$1.4 million, or 8.0% favorable to budget.



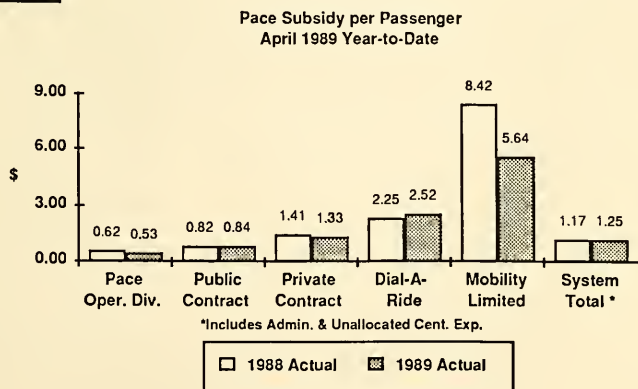
## Budget Review:



## Resource Efficiency:



## Resource Effectiveness:







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